

THE SPIRIT OF DEMOCRACY.

JAS. R. MORRIS, PROPRIETOR.

WOODSFIELD, OHIO, JAN. 13, 1853.

The editor is still absent, but will be at his post next week.

In looking over our exchanges, we do not see any thing in the proceedings of the Ohio Legislature or of Congress, that would be interesting to our readers. We will therefore omit publishing any of the proceedings, in to-day's paper.

The Auditor requests us to say that Justices of the Peace are required by law, to report to his office before the 1st of February next, the amount of fines assessed or collected in criminal cases, during the past year.

The Democratic State Convention made the following nominations at their late meeting on the 8th inst:

For Governor—MEDILL.

For Lieut. Governor—BLISS.

For Secretary of State—TREVIT.

For Treasurer—BRESLIN.

For Supreme Judge—BARTLEY.

For Attorney General—McCOOK.

For Board of Public Works—GRISWOLD.

ARRIVAL OF THE FIRST THROUGH TRAIN.—According to promise, the first train of cars through from Baltimore, arrived here on the Baltimore and Ohio Railroad, on Saturday evening, the first inst. The train started about five o'clock, and reached here the next evening at about eight o'clock. The trip was accomplished without any accident, and with entire success in every respect, though several hours delay was occasioned by a side of earth at Glover's Tunnel. On Sunday evening, the second trip was accomplished, the train arriving at a quarter before six o'clock.

Notwithstanding many causes combined to produce the belief among many that it would be impossible to have the road open on the first, the Company have thus redeemed their pledge, and have justly won high commendations for their energy and perseverance.

Wheeling Intelligencer.

RAILROAD ACCIDENT.

NARROW ESCAPE OF PRESIDENT PIERCE—INJURY TO HIS LADY, AND DEATH OF HIS SON.

BALTIMORE, Jan. 6, 1853.

A terrible accident occurred to-day on the Boston and Maine Railroad. Franklin Pierce, President elect, wife and son were aboard. Young Pierce was killed. Mrs. Pierce badly hurt, and Mr. Pierce only slightly injured.

LATER.—Mrs. Pierce is seriously injured, and narrowly escaped death, the son was killed instantly, and the President elect severely stunned. Twelve persons were more or less injured by the same accident. The accident was caused by the axle of a car breaking. The cars were thrown down an embankment 20 feet, turning a complete somersault, and alighting on a pile of rocks, and were smashed to atoms. Gen. Pierce was the first to extricate himself, his son was instantly crushed to death, and Mrs. Pierce severely, though not fatally injured. Gen. Pierce is sound in limb, though he complains of pain in the back.

A SPICY SPEECH.

At a Democratic supper in Washington city, on the 30th ultimo, Dr. OLDS, of Ohio, was called, upon to respond to the following sentiment:

The President Elect: The embodiment of democracy lives at Concord. May Concord live with the Democracy during PIERCE'S administration!

Mr. OLDS, said: Mr. President and fellow-citizens, I can hardly conceive why I have been called upon to respond to the sentiment just given. To Franklin Pierce, Personally I am an utter stranger. I know him only as he is known to every democrat throughout the United States. By his votes in Congress—by his speeches and letters—by his patriotism and services upon the battle-field—he has made himself known favorably and generally to every one who admires modest, retiring merit, and sound, radical, and progressive democracy. I am aware, sir, that our political opponents have a thousand times asked us, "Who is Franklin Pierce?" I am aware, sir, that they have called him "General Obscurity." You and I, sir, have heard them speak of our candidates as "Wm. R. King, of Alabama, and that 'other chap' [Laughter.] We have heard him denounced as the "fainting general." But, thank God, Mr. President, the people seem to have known and appreciated Franklin Pierce, and if I mistake not the man and his mission, the whigs will know who he is on and after the 4th of March next. Such whig office holders as have denounced him as the "fainting general" will, I trust, find him no "fainting" President. The Galphins will find him a political Moses, and they will see the democracy holding up his hands, that the slaughter may continue until every Galphin throughout the length and breadth of the land has been hurled from power. This much the people expect; nay, sir, this much the people demand from Franklin Pierce. Mr. President, in my own beautiful State of Ohio our democratic ballot carried at its head, even above the names of Pierce and King, "the hickory broom," bearing the motto of "sweep out the Galphins." [Loud cheers and laughter.] These tickets, as manifested by her overwhelming majority, were greatly in demand in Ohio at the late election.

It is wonderful, Mr. President, that ever

since the day of General Jackson, our whig friends always "faint" at the sight of a hickory broom.—[Loud cheers and laughter.] If, sir, the people of Ohio have said anything through the medium of the ballot-box, they have said to Franklin Pierce, "sweep out the Galphins." [Tremendous cheering.]

Sir, if Franklin Pierce comes to the work assigned him by the democracy of the country, as I have no doubt he will, there will be as big a muss kicked up in Washington city on the 4th of March as there was at Mrs. Smith's house, (as related by my friend the "Buckeye abroad") when little Jake Smith ran over to Mrs. Brown's to tell her that "daddy was dead, mam was drunk; the old cow had got a calf; John had swallowed a pin; Jim had got the delirium tremens looking at the rora borex; [roars of laughter]—and that ain't all neither," says Jake. "What else 'pon 'arth can be the matter," inquired Mrs. Brown. "Why, Sal has broke the butter-plate; Susan has split the pan-cakes, and Jo has set right down in the scalding tallow we had for dipping candles, and one of the Maltese kittens has got his head into the molasses jug, and we can't get it out—and we are all so darned infernal hungry."—[Shouts and cheers.] Mr. President, in my imagination, the 4th of March is passing before me, and I think I see the whig Galphin office-holders pouring out of the various government departments, with the tears running down their piteous noses, and their lamentation is, "that Webster is dead; Fillmore has filledusted; Scott has got a native-American calf; North Carolina has swallowed Graham; and Tom has got the delirium tremens looking for northern abolition votes." [Loud and prolonged cheering.] And that ain't all either, Mr. President—for "Toombs has broke their butter-plate; Gentry has split their pan-cakes; and Seward has set down in the scalding tallow they had for dipping 'higher-law' candles, and Frank Pierce has got into the presidential chair, and we can't get him out; and we are all so darned infernal hungry."—[Roars of laughter and prolonged shouting.]

Mr. President, I may be considered somewhat blood-thirsty toward the Galphins, but the war of extermination waged by them upon me in my congressional district, and the fiery ordeal through which I have lately passed, must plead my apology. Will you allow me then, gentlemen, in conclusion, to offer the following sentiment?

Franklin Pierce and his Administration: May his history be written in the "blood of the Galphins."

THE HOLY SEPULCHRE.

BY AN AMERICAN TRAVELLER.

The resident population of Jerusalem is seventeen thousand, consisting chiefly of Turks, Armenians, Arabs, Greeks, Italians, and Jews of all nations. It is estimated that the average number of Pilgrims who visit the Holy City every year is about fifteen thousand. On particular occasions, the influx of strangers is of course much greater. Sometimes, when the accommodations of the city are insufficient for so many pilgrims, encampments are formed outside the walls; and many find shelter in the convents of Bethlehem and St. Saba. The uncertain tenure upon which each sect holds its right of worship in Jerusalem; the mingled severity and laxity of the Turkish law; the fanatical zeal with which all the sects are inspired, and the bigoted hatred that exists between them, gives rise to perpetual hostility of feeling, and often to sanguinary feuds. It is deplorable to see how profaned are the precepts of Him who preached peace and good will toward all men in this very spot; whose voice still lingers upon Zion and the Mount of Olive; to witness in their worst form, envy, hatred and malice, practised in his name, and the outward worship of God where sin and wickedness reign triumphant. Perhaps upon the whole face of the globe there could not be found a spot less holy than modern Jerusalem. All the fierce bad passions that drive to crime are let loose here in the struggle for immortality; all the better traits of human nature are buried in fanaticism; and all the teachings of wisdom and humanity are vitiated in a brutish battle for spiritual precedence.

In the Holy Sepulchre the hatred between the sects is fierce and undying. The Greek and Roman Catholics, the Copts, Armenians and Maronites, have each a share in it, which they hold by sufferance of the Turkish Government; but this union of proprietors, instead of producing a corresponding unity of feeling, occasions bitter and constant hostility. The Greeks and Romans, who are the two largest sects, and in some sort rivals, hate each other with a ferocity unparalleled in the annals of religious intolerance. The less influential sects hate the other because of their power and repeated aggressions; the so-called Frank Catholics hate the Copts and Armenians, whom they regard as mere interlopers, without any right to enjoy the Christian mode of worship; all hate each other for some real or imaginary cause; and each indulges in the self-glorification of believing itself to be the only sect that can find favor in the eyes of the Creator. Such is the bitterness of this sectional hostility that for many years past it has been impossible to keep the building in a state of repair. The roof is dilapidated, and the rain pours in through the windows; yet so it remains. The Latins will not permit the Greeks to undertake the necessary repairs, lest the mere act should give an implied ascendancy of power; the Greeks refuse to give the Latins permission for the same reason; the Copts and Armenians are too feeble to contend with the more powerful sects; and the more powerful sects refuse to grant them any liberty which they do not already hold in despite of them through the Turkish Government.

During the ceremony of the Holy Fire, which takes place once a year, the scenes of ferocity and violence that occur are indescribable. Religious insanity and all the horrors of bloodthirsty fanaticism, destroy many of the devotees. Crimes of the darkest character are committed with impunity. Half naked men and frantic women struggle madly through the crowd with live coals of fire pressed to their breasts; bodies of the stabbed and maimed are dragged out dead; the chanting of priests, the howling of the burnt, the groaning of the crushed, fill the thick and suffocating air, and from the swaying mass arise dying shrieks of Immanuel! Immanuel! Glory be to God! Sickened with the disgusting and humiliating spectacle, the beholder turns away with the starting words of Ferdinand upon his lips—Hell is empty, and all the devils are here.

ECLIPSES FOR 1853.—There will be two eclipses of the sun, and one of the moon, during the year 1853. The first eclipse of the sun will take place on the 6th of June, and will be visible in California, the southern portion of the United States, and in nearly the whole of South America. The second will be total; and will take place on the 30th of November. It will be visible in California, Mexico, Central America, and nearly the whole of South America. Both of these eclipses will be invisible here. A partial eclipse of the moon will take place on the 21st of June, beginning at 9h. 20m. a. m.; and ending at 2h. 5m. Digits eclipsed 2 1/2 on the northern limb.

NEARLY BURIED ALIVE.—An inquest was held last week in Rochester, N. Y., over the body of a man named McLaughlin, found in an unfinished building. The verdict of the jury was "died from the effects of intemperance, exposure and want of food." McLaughlin was taken home by some of his friends, placed in a rough board coffin, and as they were placing a cloth, wet in whisky, over his face, to keep him from spotting, as they stated, he waked up and opened his eyes! crawled out of his narrow resting place, and his first inquiry was for whisky. This unceremonious mode of burying a man out of existence is supposed to have some connection with the fees which are charged for an inquest.

There are one hundred and fourteen bridges on the Baltimore and Ohio Railroad, between Cumberland and Wheeling. One of them is six hundred feet long, and is elevated forty feet above the Monongahela river, which it spans.

A CONVENTION OF THE SPIRITS.

A spiritual convention has lately been held in Boston, where demonstrations were made, duly rhetorical and extatic. A Mr. TOWNSEND, of Ohio, moved in the organization that the chairman be appointed by spiritual designation, and if the spirits were noncommittal, then that the organization go on in a worldly manner.

Now, is there not a point here? If the ghosts would not knock their predilections for organization, how can the folks know that they wish a convention at all. However, where there's a will, there is a way. So the convoked media went ahead after the worldly fashion, and made a chairman. One knocker then read a communication which he had received the night previous from a convention of spirits, recommending a platform for this convention—it impressed love, harmony, faith and patience—promising new and beautiful manifestations, which would shortly appear, and also promised the attendance of several spirits of a high order, who would be present and unseal the lips of the faithful. The spiritual communication was signed JOHN MURRAY.

Other communications from Spiritdom were read, predicting the speedy consummation of the mission of Jesus.

Addresses were made by the Rev. JOHN M. SPEAR, Rev. Mr. LOVELAND, of Charleston, Mr. HEWETT, editor of the *New Era*, and others.

Mr. HEWETT contended that Christ and the prophets were model mediums, as their inspired writings proved.

But Mr. HEWETT is not reported to have said, whether the communications of spirits through Christ and the Apostles, were made by hammering on tables, kicking over chairs, jumping up bells, or flinging stones of incredible avordupois through walls on to dinner tables, without making holes in the walls, or making a rumpus among the dishes. As there is no record of the manner in which spirits of the early days promulgated their concerts, we should have thanked Mr. HEWETT if he had supplied this strange omission on the part of Christ and the Apostles—as the manner of the communication is the kernel of the new furniture-pounding spiritual theory.

ANOTHER RAILROAD COLLISION AND LOSS OF LIFE.—The Harlem freight train of cars from Albany for New York, on Saturday morning, in the fog, came with a tremendous crash in collision with the train for Port Chester, near the Morrisiana station. The locomotive of the Port Chester train split in two a passenger car in the rear of the freight train, and instantly killed the conductor, Mr. Ming, and broke both arms and both legs of the brakeman, James Herring, who died shortly after. Mr. John Campbell, engineer of the Port Chester train, had his face cut in a horrible manner, and Hiram Peck, the fireman, was also very severely injured, as were several others employed on the emigrant train. Three or four of the freight cars of the emigrant train were smashed to pieces, in the rear of one of which there was a quantity of brandy. This being spilled, and coming in contact with the locomotive, ignited, set the car and frame of the engine on fire, both of which were entirely consumed; and but for the arrival of the fire department from Morrisiana, with their engines, the whole train would have been consumed, together with the contents of several extensive lumber yards located on the sides of the railroad at that point.

The coroner's jury have returned a verdict that the accident was caused by the culpable negligence of John J. Campbell, engineer of the Port Chester train. A warrant was issued for his arrest.

FOREIGN ITEMS.

Late Paris letters furnish the following items:

The coronation of Louis Napoleon will cost much more than that of Napoleon the Great, and, consequently, than any other public ceremony that France ever paid for. That of Napoleon cost somewhat over two millions. The marriage will cost as much more probably; and the birth of the heir, if there is any, will doubtless be made the occasion of similar expenditures. The coronation robes are to exceed any other coronation robes ever heard of, and I heard yesterday an indignant Orleanist say, "The creature has had the impudence to have the crown jewels sewed in his imperial mantle." The crown, for which M. Lemonnier, the newly appointed court jeweller, has gone to Russia to obtain precious stones, is also to go ahead of any crown yet composed. A model of the foot of the Princess Wassa has arrived, and has been confided to the imperial shoemaker. A model of the princess' hand is expected for the glove maker; and the necessary moulds for the corset maker, the bonnet maker, and the modiste. A daguerreotype has been handed to the court painter, and I am astonished that the likeness of the future Empress has not appeared in the shop windows. By the time she gets here she will find herself an old story.

Many people suppose that the Emperor wears his imperial robes upon all occasions. These belong, of course, to the rising generation, who do not remember so far back as the other Empire. They would be undeceived, did they go, on a fine afternoon, to the Champs Elysees or the Bois de Boulogne. For there the Emperor may often be seen driving himself a two horse phaeton. He is dressed in a heavy, shaggy, blue pilot cloth coat, with the ribbon of the Legion of Honor peeping from his button hole. When he rides upon horseback, there is nothing in his dress to distinguish him from a citizen or a subject. He bows to all who bow to him, and I never have seen any one so apparently anxious to salute and be saluted. He catches at every thing that can be construed into a recognition; but with all his zeal he does not touch his hat oftener than once in ten nods. Gentlemen on horseback pass him without looking at him; and, as this is an act of downright impo-

teness, you must suppose that the riders have serious reasons for the commission of such rudeness.

How many sardines do you suppose have been taken this year upon the coast of Brittany, two hundred miles long? Five hundred and seventy-six millions. Half of them are to be preserved and sold fresh, and half are to be put down in oil. One hundred and sixty vessels, manned by five thousand five hundred sailors and fishermen, are engaged in the trade. The preparation, transport, and sale of the fish, employ ten thousand persons. Nine thousand of these are occupied all winter in the making and mending of nets. The fishing lasts two hundred days, and yields a net profit to all concerned of three million francs. The sardines disappear in November and return in April. Where they go during these four months, why they go, or what they do while gone, has never been discovered. The fishermen say that the same individuals never come twice—that every successive arrival is composed of fish much smaller than those that last left, and that they appear to be their young. At any rate, they count implicitly on their appearance; and no sardine was ever known yet to break an engagement thus tacitly entered into.

JAPAN EXPEDITION AS VIEWED BY THE FRENCH.

The Japan Expedition is undergoing considerable discussion in foreign countries. The opinions thus expressed are not devoid of interest to our readers. We give the following from a French journal, the *Patrie*, of December 4th:

The expedition which the United States government sends on the coast of Japan, was to have sailed on the first of this month, under the command of Commodore Perry. Concealed at first under the modest form of a friendly mission, partly commercial and partly scientific, the Japanese expedition, in proportion as its preparations advanced, has taken paces more and more grand, and it has progressively arrived to the proportions of a military force of the first order, such as the empire of Japan never, since the first visit made to it by the Portuguese, has seen directed to its shores.

Thirteen ships of war compose the American fleet sent upon the coast of Japan, of which the following is a table: [The armament is here given.] To this number of 3,045 men of a crew, must be added 700 marines, who, with the complement of the officers of convoys, savans and artists attached to the expedition, under various titles, gives the total figures of 4,000 men and 330 guns, mostly of the largest calibre.

The original pacific character of this expedition is, therefore, entirely effaced before the figures which we have just enumerated. It is rather a squadron which the United States send against Japan, and if no unforeseen calamity occurs, Japan will, before one year, have struck her flag and yielded to the legitimate exigencies of Christian civilization. Before one year, the blood of fifty thousand Christians, put to death during the great persecution of the Japanese Dioclesian—the ferocious Taicosama—will have obtained the only vengeance for which it has cried to heaven; the Japanese territory will be anew accessible to Christianity and to modern civilization.

EFFECTS OF RAILROADS UPON THE PRICE OF LANDS AND FARMING PRODUCE.—It has been estimated, by those whose observation has qualified them to judge correctly, that the increase in the value of a strip of land three miles wide, through which a railroad is constructed, is sufficient to build and stock it. The experience of the whole country has proved that this estimate is not extravagant. Every mile of a strip of land three miles wide, one and a half miles each side of the road, will contain 1,920 acres. The average increase in the price of such a strip of land has been not far from \$15 an acre; in new and thinly settled districts of country, it has been much more in many instances. This would be equal to \$28,800 increase to every mile of road; or in other words, if the farmers or owners of this strip of country should themselves build the road, their land would be worth enough or more to pay the whole expense of its construction, and they would own the road besides. If railroads, therefore, conferred no other benefits upon farmers than this great addition to their wealth, they will see that they are more deeply interested in their construction than any other class of the community. They receive a direct, positive, tangible advantage in the immediate rise in the value of their property. The farmer owning a farm of 150 acres, worth perhaps \$50 per acre, can sell it for \$65 per acre the very day a railroad shall have been completed through or near it. He is, therefore, made nearly \$2,500 richer by his enterprise.

But there are other advantages to the farming interests besides the rise in the value of their farms. The products of a farm situated at any considerable distance from a market, where ordinary roads have to be depended upon, are of little comparative value to the producer; but railroads at once give them a ready access to market, at good prices and quick sales. The experience of farmers near the great centres of population is a sufficient proof of the great advantages of railroads in this point of view. Indeed, no one has any doubt of it. The reasons for it are too obvious to need proof or argument.

Newark Mercury.

Johnson says he was never in a tight place but once, and that was when he had an insane bull by the tail. Had he held on, he said he would have been dragged to death over a stubble field; while if he had not held on, the critter would have turned round and gored his bowels out. The question now is, which did Johnson do, hold on or let go? Answer may be sent by return mail.

HORRIBLE TRAGEDY.

Some years since a man named Wm. Caton, came to this country from Ireland in search of a distant relative, named Timothy O'Brien. He did not succeed in finding the object of his search, and returned home again. Subsequently he again came to this country, and on his second visit, he was more successful, as he found his friend O'Brien residing about 18 miles back of Hoboken, and about 5 miles from Hackensack.

He at once took up his residence with O'Brien, and shortly afterwards he placed some money in that individual's hands, which he requested him to deposit in the Seamen's Savings Bank in this city, in his (O'Brien's) own name. He did so, and a short time since, Caton, who is about 55 years of age, wished O'Brien to allow him to marry his daughter, a little girl about eleven years of age. This, of course, the father objected to, when Caton became vexed, and made some allusion to his money. O'Brien, unwilling to quarrel with his friend, expressed his willingness to draw the money out of the bank at once, and again place him in possession of it. Caton, however, after some words expressed himself satisfied, and they again became as good friends apparently, as though nothing had happened.

On Thursday last, Mrs. O'Brien came to New York city on a visit to the house of an acquaintance, named Daniel Haley, residing at the foot of West Twenty-ninth street, and O'Brien went to work on Friday, for a Mr. John Smith, about a mile from his residence, where he intended to stay over night, leaving his children—the little girl alluded to, and a boy nine years of age, in the care of Caton.

On Friday night, as O'Brien had not yet returned home, some of the neighbors, who thought it strange that no light was visible in the windows, knocked at the door repeatedly; but receiving no answer, they became alarmed, and went after O'Brien. He returned home at once, and on entering the house, a scene which language utterly fails to describe, presented itself to their horrified gaze. There lay the little girl, in a pool of her own blood, with her head nearly severed from her body; while the boy was nowhere visible; but after searching about for some time, they discovered the body of the poor little fellow, on a hill side, among some shrubbery, about one hundred and fifty yards from the house. His head had been entirely cut off by an axe, while his body was horribly mutilated by six or seven different gashes made by the same instrument.

The coroner of the place, Garrett Demarest, on being notified of the bloody deed, proceeded to view the body, and having empanelled a jury, they after a lengthy investigation, delivered a verdict that the children met their deaths by blows from an instrument in the hands of Wm. Caton.—N. Y. Despatch.

LOSSES OF VESSELS AND LIVES ON THE LAKES.—A gentleman connected with the North-Western Insurance Company, at Buffalo, has just completed and published a detailed statement of the losses of vessels and lives on the lakes during 1852.

"The total loss of property was \$992,659; number of lives, 296, which is considered to be much underrated. Loss by collision, \$261,950; by other causes, \$730,709. Loss of steam vessels, \$633,620; of sail crafts, \$359,039. Of the 229 disasters, seven occurred in the month of April, nineteen in May, twenty-four in June, fifteen in July, sixteen in August, twenty-one in September, twenty-seven in October, eighty-five in November (65 in one gale of the 11th and 12th) and fifteen in December. Six steamers, seven propellers and thirty-five sail vessels have gone out of existence entirely."

PARLIAMENTARY SQUABLES.—The London papers of the first inst., give an account of a fracas between two members of Parliament. It happened in the streets, and in consequence of both attempting to occupy the same cab. One was struck on his back with a cane. The other gave chase to his assailant, caught him, laid him out in the gutter and then knicked him. The parties were brought before a magistrate, who held them to bail in £1000.

BEHIND THE TIMES.—The *Alton (Ill.) Telegraph* gives the following account of Western travel, in those unfortunate localities, not yet blessed by the introduction of the rail:

The stage came in yesterday, in a deplorable fix, from Jacksonvile. The body and hind wheels were left behind, perhaps in some muddy hole up the country, opposite some anti-railroad man's door. Upon the front axle-tree was lashed a crockery crate, which contained the Jehu, his mails, and three passengers. The whole concern looked as though it had searched the bottom of every quagmire in the country, and brought away a sample of its composite and fertilizing qualities.

FROM BALTIMORE.

BALTIMORE, Jan. 7. Flour, sales of Howard Street and City Mills at \$5.25. Grain and other unchanged.

The steamer Black Warrior Mobile from Havana. The report the small pox as raging and many dying.

CINCINNATI MAIL.

CINCINNATI, Jan. 7. Flour, steady at \$4.40 a demand. Oats have de Provisions are in fair d change in rates. Hogs 6.50—good lots are 7.00. Molasses are 10 of 500 bbls with gr 21